



1997-3



Top Lt. Jackie Wajda. "It looks like a ship". Below: Jack Hinkley presents Jackie with a membership card, patch and an autographed copy of Hub's book.



Top Rt. Jackie and "Patience". The rubber band is just to hold the SIN to the stand during transportation.



Story inside.

**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-In-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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DEADLINE for submission is the second month of each quarter.



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The Bottle Shipwright

Volume 15, Number 3.

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Regular Features

FROM THE PRESIDENT
FROM THE EDITOR
FROM THE MEMBERS
BOOK REVIEWS

ON THE COVER: Jackie Daniele the student
of Jack Hinkley with her
Model "Patience"

BACK COVER: Mr. Pieter in his
Bottle Art Museum.
Pattaya City, Thailand.

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THAT IS ALL!

...ATTENTION ON DECK! THIS IS THE CAPTAIN!!

Boston, July 20th and 21st, 1997. A great old ship sails once again. Is there a man among us, who bottle's tiny sailing ships, that did not view or listen with excitement to the sight or word of the USS CONSTITUTION, OLD IRONSIDES, being at sea once again, after resting for 116 years?

With her restraints to land undone the great old ship moved on a breeze, giving us, who have the love of ships within us, a brief moment as to how she moved in her glory days. Not on a military mission, but in celebration of her 200th birthday. The ships-in-Bottle Association of America join with the many other Happy Birthday wishes to her and may she sail unfettered again with smooth seas under her and a fair wind at her back.

And on a sad note, I offer our condolences to the family and friends of George Pinter who passed away Sunday September 14th 1997 at 10 AM. While we may have lost him we will never forget him.

HIT THE BOTTLE *Jack* 1.

Send Material for the Editor to
5075 Freeport Drive, Spring Hill, FL... 34606

Ray Handwerker



It is with great sorrow that I write this. On Sunday, September 14th, George J. Pinter Passed away. George was a long time close personal friend. It was a privilege to have known him and an honor to have him call me " Friend". I will miss the letters, phone calls and the all to rare visits.

But I will never forget them or him.

To his family and friends, Nancy and I share your sorrow and offer our condolences. God must have needed " The best of the best" , so Vaya Con Dios, George.

Your Friend

Ray

WELCOME ABOARD NEW MEMBERS.

Theodore Lee Miller,-116 Bremer St. Fayetteville, North Carolina.28303.
Robert F. Welch,- 9329 Highpoint Blvd. Brookville, Florida.34613.

ADDRESS CHANGES.

James K. Blake, Bk 140 Bedok North St. 2 # 14-200 Singapore 460140.
Gwyllim R. Blasser , P.O.Box 61 , Smithfield, Ut. 84335.
Timothy Dale Emala, 635 Corley Brook Way, Lawrenceville, Ga. 30245.
Tom Fairchild, 504 NE Suttle, Portland, Or. 97211.
Edgar H. Fisher, 3131 Mountain Creek Rd. Apt.286, Chattanooga,Tn. 37415.
Ben Koush, 10815 Bridlewood, Houston, Tx. 77024-5414.

Since I have some space left , I will include the photos of the D.T. Sheridan Tug. In a 1 Gal. Bombay Gin Bottle,Scale 1/96. 2 years work.



The hull was split lengthwise and there were 12 other pieces to finish the model. It is the 98th Sib that I have built. (editor).

SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

Jack Hinkley, President

403 Amburst Avenue, Coraopolis, PA 15108 • (412) 264-5830

September 15, 1997

Dear Carolyn:

In behalf of the members of The Ships-in-Bottles Association of America I am writing to express our sincere sympathies and condolences in George's passing.

Those few of us original members of our Association who knew George personally feel his loss deeply. He was a good friend and a man of exceptional talent. Among bottle dioramaists he knew no peers. He shared his knowledge and talents freely with others so their work could improve. As a scrimshander he had mastered a truly nautical art. His work graced the Christmas cover of our Journal, THE BOTTLE SHIPWRIGHT, for a number of years. His laugh provoking Thingumbobs and his great work will never be forgotten - nor will he.

Sincerely,

Jack
Jack Hinkley

IN MEMORY OF
GEORGE J. PINTER
by
Francis J. Skurka.

On Sunday , September 14, 1997 , George J. Pinter who was only 36 years old, passed away at his home in Halifax , Massachusetts, after a long illness. He was the son of the late Julius and Anna Marie Pinter and he credited his father with his interest in modeling at an early age, as his dad built all sorts of models-flying models,Boats, Ships, Trains- Just about everything. George also credited his father with his unquenchable curiosity about all things, as his father too, was interested in everything.

Born on September 17, 1940, in East Cleveland, Ohio, George attended Euclid High School until he quit at the end of the eleventh grade and enlisted in the United States Navy and after boot camp, graduated from the " A " schools for Machinist's mate, Power Plant Engineering and Air conditioning/Refrigeration. As it turned out, this training had the most significant impact on his life,as it provided the mechanism by which he could be employable " Anytime, Anywhere and Anyplace".

Spending the next 10 years as a " Tin Can " (Destroyer) sailor, from the Artic Circle to Cape Horn, From the Orient to the Mediterranean, aboard the Destroyers " Oailey (DE 106)", "Burney (DDG 6)" and the " Ingersoll (DD 652)" . An experience he felt was a most important part of his artistic development and personal philosophy.During this period he visited 37 countries.

His love of the sea went back to early childhood when he developed interest in the old sailor's arts and crafts and he became determined to learn some of them. The last year and a half of hitch was spent as a lead locked Master at Arms (Detective policeman) at the Naval Air Station , Chase Field, Beeville, Texas. Prior to discharge he passed the Chief's Test.

While in South Texas, he resumed his fascination with tropical fish and reptiles and opened a shop dealing with these species of wildlife. After a while he sold the shop and accepted a position as curator of fishes at the Richard Friedrich Aquarium at Brackenridge park in San Antonio, Texas. His primary duty was with the aquarium , but he also worked in the reptile house. After leaving the aquarium, he returned to Chase Field as a Civil Service Engineer , operating the liquid oxygen,gas plant. During this time he also worked as editor of the " Sandcrab", a monthly newsletter for Federal Civil Service employees in Beeville, Texas, and as associate editor for Fish Societies " Tropical Breeze" (San Diego), " Angel Notes" (San Antonio) and " Aqua Jewels " (Fort Lauderdale).

Teaching himself to paint he entered an art show at the annual Fair and Rodeo. Of his 3 entries he won third place and sold one. He completed correspondence courses through the Famous Artists School in Westport, Connecticut and began studying under Simon Michael, the director of the School of Fine Arts at Rockport Texas. He was commissioned by the U.S.Navy to paint a large portrait of Doris Miller, the first Black Naval hero of World War II, which was hung in a new dining hall named in Miller's honor. While in Texas, George learned Falconry, a fascinating medieval, sport of kings, which he engaged in for several years until he returned to Ohio.

In 1973, in a Cleveland book store he found Jack Needham's "Modelling Ships in Bottles" and learned by trial and error, how to create a bottle ship. Later he read Don Hubbard's book "Ships in Bottles" and was further involved with developing and enhancing his skills. He became friends with George Bielfield a noted and highly skilled tattoo artist who taught him that specialized craft. While working as a maintenance mechanic for General Electric, he enrolled in Cleveland's Cooper School of Art. Leaving his full time job, he became a free lance artist and started a small company, "Butterfly Graphics". Working in oils, acrylics, ink and pastels, his works were represented in galleries in Texas, Ohio and Massachusetts.

George and his wife Carolyn (nicknamed "The Saint" by Don Hubbard, because she puts up with George and his hobbies) moved to Massachusetts because of the abundance of art subject matter, historical interest, and proximity to the sea. For many years, he worked as a full time Scrimshander, creating everything from tiny earrings to large scenes on whale tusks. His other interests included, collecting old blues records, antiques, American built motorcycles, horror movies and anything of interest. One of his prized possessions is "Seven the hard way", a 1978 Harley-Davidson motor cycle he built from 2 old wrecks and a lot of hand made parts. He rode daily when the weather permitted. He painted only on commission, except when he did covers and art work for the Ships in Bottles Association of America of which he was a plask owner. He was intrigued with the bottle art, not just ships, but "Anything that could be stuffed into the neck". In his studio are bottles filled with "Popeys", the "Mold" (Domino's pizza), an ivory ship's cannon, classical guitar, colorful dragon, Rubik's cube, among other works of the bottle art. His particular interest was Whaling ships, due to his involvement with Scrimshaw. George referred to his studio as the "Smithsonian Annex". Concerning this, he used to say of his beloved wife, "She really is a saint, how many wives would give up the largest room (living room) in the house, so it could become my studio? no wonder I love her!".

With his creative and artistic nature he added more and more exacting detail to his models, always working for that "Better" scene in a bottle. He also created a set of judging standards for Dioramas and wrote;

"Over the years there have been all sorts of fine models built, which display the builders superb craftsmanship. When confronted with such exemplary work, one cannot help but study it, appreciate it and move on to the next exhibit. Such is not the case with a well made diorama, for something about the detail, the setting, the "action", if you will, that bids the viewer--Look!, Look!, for more detail. All of the builders creative skill is encompassed within the confines of a one piece, transparent, molded glass container with but one small hole to work through. A well made diorama in a bottle, needs no explanations or introductions.

It sits waiting for the viewer, who will gaze and marvel at length, over the ingenuity and craftsmanship sealed in glass before his eyes. A bottled diorama demands attention and never ceases to be awe-inspiring."

George won many prizes and awards for his bottled models. He had several shows of his work in libraries, museums and fairs and was featured in several local newspapers. His awards were richly deserved for the outstanding and magnificent artistry of his original creations. In this area he had no equal.

His advice to aspiring bottle modelers was "Don't give up. Face the challenge and make up your mind that you-can-make that particular thing, if it doesn't look good, scrap it and remake it. Don't ever settle for 'good enough' because, you know, when the model is finished it won't be 'good enough'. And always be careful fooling around with those bottles- Don't get your finger stuck".

He was a regular contributor on all phases of ship in bottle craftsmanship and a feature editor for this journal and wrote "Let George help you do it".

The officers and directors of this association have elected to institute "The George J. Pinter Award for Bottled Dioramas" at all future competitions.

When learning of his death, Alex Beilinger said, "This has been a bad year; Harold Whiting and George were never credited as the artistic masters we knew them to be. I remember the sound of his laugh, his fierce pride and independence, his rich imagination and gentle friendship. But, the horizon we see is important, and to paraphrase the poem, 'They are both like tall majestic trees, once gone, leave a lonely place against the sky'."

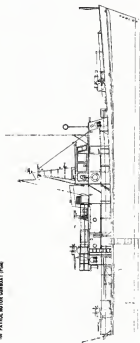
As for me, I will miss his outrageous sense of humor, loyal friendship, strong manly convictions and unique creativity. When a steamship, after a long voyage, reaches port safely, the last command the Captain gives to the watch Engineer, on the Engine Order Telegraph is, "Finished with Engine", so George- F.W.E.

In addition to his wife Carolyn, George leaves a stepson and step-daughter, Mark Roland of Abington, Massachusetts, Sharon Downey of Hanson Massachusetts, a sister, Ann Casey of San Diego, California, and three Grand Children.

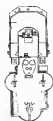
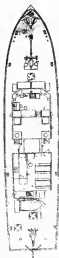
The Last Watch.

When the Lord came down from Heaven,
and took one look at me,
He Said " My son I bless you
because you go to sea ".
For the seaman does his duty
far away from home,
and pays his dues a plenty
because he likes to roam,
So I'll take him when he's finished
and he's stood his final trick,
And those who love and mourn him
when he's given his last lick.
Now there ain't no ships in Heaven
and no ports of call to tell,
So I'll save him from himself today
and keep him out of hell.





USS FALCK, MOTOR CORVETTE (PME)



A Special Thanks from John Frazier.

I want to take this time to thank all the members who participated in the Bottle-in-Bottles expo at the Washington DC. Navy Yard Museum.

A huge thanks from Dan Segal that it is a great exhibit for all who have been to Washington helping to set up the expo. We had a good time there and in Mystic Connecticut after the opening in Washington DC.

Thanks to Ray Handwerker for publishing all the information about the expo in the Bottle Shipwright.

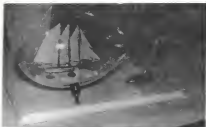
A very special thanks to Jack Hinkley and Frank Skurka for letting me go with the idea of the expo.

And thanks to all who sent the cards and made the phone calls when I became ill. I'm glad to say I am doing well and getting ready for the next show.

And thanks to my brother who made a special trip to Washington DC. to take the pictures of this great event.

(For those who had their pictures taken at the museum and want extras or larger pictures). Contact:

Garry L. Frazier-2473 E. Main St. Lancaster, Ohio. 43130.
(614)687-6669.



Left:
Ralph Prestone
" ATLANTIC."
Photo by :
Garry Frazier.



Shown 14. John Frazier's "Howe Block" . Rt. Chris Weiss, Schooner

Photos by Garry Frazier.



Photos by Terry Frazier.

Lt. 1000 Watt Light bulbs.
the lower one is Ray
Carlson's Brigantine
"YANKEE"

Center Rt.
3 Small "Pinch" bottles
by Frank Skurka.
and another "Pinch"
of a 1789 Brigantine by
Charles Hand.

Bottom Center
Thames Paddlewheel
Steamer "Marcheta"
by Ray Handwerker.

Bottom Right.
"Yesterday & Today"
by John Frazier.



***OLD IRONSIDES* and the US Navy: 200 Years In Scale Models**

Jack Hinkley

On June 6, 1997 Dodie and I braved the 8 a.m. traffic on the Massachusetts Turnpike and through downtown Boston's 10 year traffic boondoggle to arrive at the Charlestown Navy Yard at 9 a.m. to enter my *HAMILTON* and *SCOURGE*, two War of 1812 Navy ships in the "OLD IRONSIDES and the US Navy: 200 years In Scale Models competition sponsored by the USS Constitution Museum. They were entered as scratch built Navy ship models in the Old Ironsides Era category, meaning from 1797, when she was launched, until the present day as she is still in commission. We were met by the delightful Margherita Desey, Associate Curator who accepted my models and handed me my copy of USS CONSTITUTION MUSEUM INCOMING LOAN AGREEMENT, a document agreeing, basically, that the Museum would care for my models as they would their own for a given period of time. This was new and interesting to me. I, in turn, handed her the requested note books relating to the details of my models.

It had been previously understood that certain models would have to be removed by the August 1st while the prize winning models would remain on display in the Museum until November 1st. I was informed, however, by Miss Desey that due to the high quality of the models presented all models would remain on display until the November deadline. This delighted me as my models would, at the very least, be on display at the time in history when Old Ironsides would sail once more after 116 years.

Originally, upon sending entry fees, contestants were asked to send along a self addressed and stamped envelope so that the results of the competition could be returned to the competitors. I am distressed to report that one month (at the time of this writing) after the awards for the models were announced I have received no word of any kind from the Museum or Miss Desey regarding any aspect of the competition. This has annoyed me greatly especially after having written especially to ask for the information so that I could have it for publication in this issue of *THE BOTTLE SHIPWRIGHT*. I am greatly disappointed in those connected with the Constitution Museum and those connected with the the competition who encouraged participation and who so far, at this date, have failed to follow through with announcement of the winners.

Having had no official word of the results of the competition I have learned, from Alex Bellinger, that there were nine bottleships entered in the competition and that he was awarded a bronze medal for his Sloop *ARGO*, which, under command of Silas Talbot, launched his

... Alex for his work and dedication to the ship. Alex was instrumental in the ship's restoration and his work has been of great significance for him because of the attachment to the historic event of the 1997 sailing of the ship. Congratulations, Alex.



SIBAA President Jack Hinkley and Margherita Deasy Associate Curator
USS Constitution Museum



Bottom Lt. Bill Westervelt Entry. Ft. Jack Hinkley's "The Great ships
of the War of 1812. At the Washington Navy Yard Display.
Photo by Garry Frazier

PATIENCE
Jack Hinkley

Over the years I have had many pleasant experiences taking my "Bottleship Dog and Pony Show" on the road and talking to many people about my models and our Association. But an experience I have just completed tops them all. I was asked by a High School Senior to teach her to build a ship in a bottle.

As part of their final English grade, senior students at our local High School are required to prepare a project on a topic of their own choosing. They must research it, write it up, produce a product of it and, finally, make a ten-minute oral presentation about their project before a panel of judges comprised of teachers and volunteers from the community drawn from various walks of life. Following the presentation is a question and answer period.

Jackie, the High School Senior to whom I referred to earlier, asked me to be her Project Mentor and I was pleased to accept. Here is a young lady, 17 years of age, whom I had come to know during the past four years of volunteer work with the Track team. Jackie is not only an outstanding student, but she is an award winning middle distance runner in Track and a State Diving Champion on the Swim team.

The Project began on February 16, 1997. I had decided that a two-masted schooner would be the best type of ship to build for two reasons - the relative simplicity of the vessel and that it was Jackie's first bottleship attempt. All of the shipbuilding was done in my home "shipyard" because I had all of the tools and materials. My plan was to build a craft similar to the one Jackie would build, and have her copy my model. As it turned out, by our third working session she was doing so well just from my verbal instructions, we scrapped that plan. I did complete my model, however, and Jackie used it demonstrate how the masts collapse when she made her oral presentation.

Work proceeded at a good pace. In the process, Jackie learned the names of parts of the vessel she was building, put the "see" material into the bottle placing her ID beneath it on a small piece of paper, shaped the hull on a belt sander, painted and rigged her ship. She added seagulls for interest and built a Turk's Head Knot on the neck of the bottle. Finally, after twenty plus hours of work, she slid her ship carefully down the neck of the bottle and set it in place. She sealed the bottle with sealing wax and placed it on the stand, bearing the ship's nameboard PATIENCE, which I had made for her. We both looked with pride at one of the trimmest little schooners you would ever want to see. (Note: I had learned that Jackie had a tendency, at times, to be a little impatient. This project was an exercise in patience for her. Thus her schooner was named PATIENCE.)

On March 27, 1997, a little over six weeks from when it began, *Case 40* my most rewarding experiences as a ship bottler came to an end.

On May 29, 1997 Jackie made a fine oral presentation, accompanied by the beautifully created portfolio of her research and photographs of herself at work, before a panel of judges. She, later, was presented her with an Honorary membership in the Ships-In-Bottles Association of America, an Association patch and an autographed copy of Don Hubbard's book. Jackie had entered the world of Carafology.

It is a tribute to Jackie's over all good work that her fine research and detail portfolio will be retained by her school until next school year to be shown as an outstanding example of part of the Senior Project program to representatives of other school districts which are now planning Senior Project programs in their schools.

PATIENCE is safe at home as Jackie begins her university career at Penn State University.



Jackie Daniele puts the finishing touches to the hull. The hull that she built in 3 hours and 15 minutes.

* Pulling Strings *

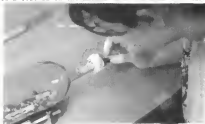




The Sails are up as Jackie installs the American Flag.



1409 io's 1.0, is in the bottle as she treats the sea,



and, of course, that $\mathcal{H}_1 \neq \mathcal{H}_2$. Moreover, \mathcal{H}_1 will be a linear space, and, of course, \mathcal{H}_2 will be a linear space, and, of course, $\mathcal{H}_1 \neq \mathcal{H}_2$.



BOOKS

BY

Francis J. Skurka

NEPTUNE'S TABLE

Cooking the Seafood Exotica.

By, Don Hubbard.

This is a departure from the usual subjects covered in this column, however, since this book was written by our Membership/Treasurer, I felt it needed to be done, as it really is an outstanding book on a subject dear to my heart. I'm a pretty fair cook, having learned through necessity; I started at age 13. My folks worked in defense plants during WW II and my mom would write out instructions on what and how to cook. Over the years, I collected cookbooks, especially Seafood books. So I have some knowledge of the subject.

A soft covered, 8"x10" book, printed on quality, glossy paper, it is superbly written and nicely illustrated with "Gyotaku", which are colored nature prints made from the sea creatures involved. The chapters each start with a beautiful, original color print, such as Squid, Clams, Lobsters Etc. In an appendix at the back of the book, there is an explanation on how this interesting and exotic art form is done. It is a nice touch, the color, form and shape of the subject make it unique.

With 166 pages and over 200 recipes, the author provides detailed and exact, easy to follow recipes for Squid (Calamari), Clams, Crabs, Lobsters, Mussels, Octopus, Oysters, Scallops, Shrimp Miscellaneous seafood (Abalone, Crawfish, Limpets, Sea Snails, and Sea urchins) and Combination dishes. The chapter on combination dishes includes: Moules-Baiasse, Choppino, Jambalaya, Gumbo, Paella, Seafood Casserole, Fettucine, Pasta, Lasagna, Quiche, Calzone, Stuffed Peppers, and Pizza. The section on sauces, dips and marinades is outstanding, in that it includes French, Asian, Italian, Mexican and other exotic concoctions for these tasty methods of enhancing and enriching Shellfish. Another different aspect of this book is that it shows, explains and illustrates "How To": clean Squid, shuck Clams, clean Crabs, eat Lobster, gather and clean Mussels, prepare Octopus, shuck Oysters and handle other shellfish.

In addition Don provides many interesting and sometimes humorous anecdotes about his own association with seafood and his experiences obtaining, preparing and cooking shellfish. The recipes cover most every type of seafood except fish and include those not only from the East, Gulf and West coasts, but other areas as well.

In conclusion, I consider this book to be the best I've seen; the recipes are outstanding, the content is interesting and it's a " Good Read". Besides, you can't beat the price-\$ 20.00 bucks which includes shipping. And if you ask - He will autograph it for you.

Order from:

See Eagle Publications

P.O.Box 160556

Coronado, Ca. 92178.

Editors note: A truly great book. (But Don, what do I do with the bacon?)

FROM HOLLAND WITH LOVE !

Egyptian Art in Glass.

My greengrocer employs a young Egyptian of about 28 years old, Coptic Christian, reason why he left the fundamentalistic Islamic village where he lived. He told me, that his great-grandfather, his grandfather and his father made all kinds of objects in bottles, which as a matter of fact, nobody would expect in the middle of the desert. One day he showed me a bottle with a ladder inside. The rungs were nailed to the uprights. The nails were rusty and the bottle, to my amazement was filled with water. When I asked him why, he could not explain, since they always filled the bottles with water.



Indonesian SIB's.

One of our members in Holland showed me a ship in a bottle from Bali. The ship was made of bamboo and so were the sails. Anybody going in that direction should keep a sharp look-out! Maybe you are lucky. The girl nextdoor is travelling often to Indonesia for her job. Last time she was in Djakarta she picked up a very nice SIB for me. A three-masted barquentine, beautifully made. The bottle was resting on a small cradle, which was supported by two brass fittings that were fastened to a wooden base. The whole SIB was nicely made. Better than I ever did! But you know, these people have patience. So anybody going in that direction, see what you can find.



Bob de Jongste,

The Hague, Netherlands

e-mail: welkom@worldaccess.nl

HOLLAND

THE LIGHTHOUSE.

When making a ship in a bottle, a nice background-scenery will definitely enliven the whole picture. One of the most popular items is the lighthouse. Sometimes white, sometimes red or striped, but it gives a splendid idea of a ship sailing along the coast, leaving the harbour or whatever it is that you wish to present to the admirers of your bottleships. A simple form is a piece of



round wood where the top is as wide as the bottom. But this time we will make a more sophisticated lighthouse and you will see that such a lighthouse also gives a lot of satisfaction when it is ready. First of all we must determine the maximum diameter of the lighthouse, so that we are sure that it will pass through the bottleneck. I have chosen for the maximum diameter of 14mm, which will suit a lot of our bottles.

First we make a round lighthouse. The base diameter is 14mm and the top is 14mm.

Cut a piece of strong paper, thin carton or similar and roll it around a pencil. Glue the lip to the inside and let it dry. You can paint the lighthouse before or afterwards. Add whatever you wish to show. Windows, birds etc. You now have a tapered tube and when you put it on a flat surface you will see, that it hangs over. No problem! Cut away the excess on one side and your lighthouse will stand straight. Check also the top and make the necessary corrections. Glue a circular piece of cardboard to the bottom and let it dry. I sometimes use a piece of gravel if it is a rocky coast.

You can also make an octagonal lighthouse. In this case I divide the top and bottom in 8 equal parts. I connect the points of top and bottom. In this case I prefer thin cardboard. With a blunt tool e.g. a screwdriver I trace the lines deeply and I fold the cardboard along these lines.



After gluing you will see again, that the lighthouse doesn't stand straight or is not done! Cut away the excess on one side. It is a carton due of approx. 14mm at the top, so that anything put on is horizontal. To weather all problems at the beginning, I know that this construction has not been done the mathematical way. The bottom of a small metal tube will fix the landing (s). Paint black and paper the inside white. Fix the lighthouse into the bottle. Put also some putty on the sliding mechanism. If you wish to put your lighthouse on a rocky coast, use a lot of white sand and pebbles on the sand. Let your fantasy work and call it your own art.

I wish you every possible success and I hope to hear from you soon when you are successful you were.

Bob de Jongste, the Hague, Netherlands.



Oh ! Well , after nineteen new members last issue, we have dropped to two in this one. Our first new member Theodore Lee Miller of Fayetteville, North Carolina, has a collection of production SIB's and now wants to start his first, the " Spray " . Good choice Theodore, please send some photos for an issue when you finish it. Robert F. Welch, of Brooksville, Florida, has one SIB to his credit (I know, I helped him with it) he is working on his second and I will take those pictures, because I see Bob every two weeks at the Sun Coast Ship Model Meetings. Bob also happens to be the current President of that Society. (he makes beautiful Scale, scratch built larger models). Welcome aboard Guys, and remember I can not publish what you don't sent in. Another Neighbor who joined us in the last issue Frank Duxey, has unfortunately become addicted to the art form. He has completed two while working on other models of varying scales. The photos below show (it) the " SUSAN " (it) a Sloop Nicely done Frank.



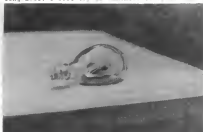


From across the " Pond " Harold Hunston , past editor of "Bottleship" Britain's answer to The Bottle Shipwright, sent in two following photos. The British " BOBBY" he did as a reminder of his 29 years of service in the Sheffield City Police Force. The Sailing Brig "Houette" in a pinch bottle was done as a trade for a water color painting.

Thanks Harold and I'am glad you like our journal.



Bill Westervelt sent in the photo below of a "Gal on a water ski " he did for a friend. The figure was made from 7 pieces of wood. Sorry it took so long Bill. I will try to remember to return the photos.





Above: Robert Jones, a recent New Member of DIBAA, and the President of the Dutch Ship Model Society of Springhill Florida, Shows off his second effort the "VIGILANT" at a recent meeting. Bob has also decreed that all members interested will build a Ship-in-a Bottle. More in future issues.

Please note that the Dutch Association Ships in Bottles now has its own web-page, which is:

<http://home.pt.net/~hjcogate/HOME.HTM>

Please note, that HOME.HTM must be written in capitals, otherwise it will not work.

We have tried to make some advertising for a few other web pages and we do hope that you like it.

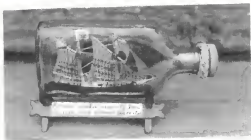
If you have any comments, please let us know. Sincerely,

Bob de Jonge
 6 Bob de Jonge



Bob Morley, of Cleburne, Texas wrote to ask about John Fox III's Video. Bob that was reviewed in D/S 95-1 by Frank Smurka. And I would like an article on "impossible stoppers" as long as it is different than the one in this issue by Artem Popov, of Russia. And as far as "Corafologists" . You will have to debate that one with Charles Rand.

Speaking of Russia, we have a new perspective member from Moscow. Vadim Vsevolod , 12-2-88 Shipoykovskaya St. Moscow Russia. Don he needs your phone number for Western Union to pay for a two year membership. Photos below.



Impossible Looking Stoppers? This Is Easy!

By Arlen Piper

Now it is time to pass on some secrets for making impossible looking bottle stoppers. You will be surprised to see how easy it is! There is one basic method for putting in the stoppers. The method is called "thread and loop". When the loop is tied you can hold or drag anything. When you cut the knot you can remove the thread pulling one of the ends (fig.1, fig.2). By using this technique you can make any type of impossible looking stopper.

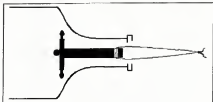


Fig.1 Holding the stopper

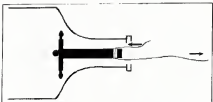


Fig.2 Removing the thread

Here are the stages to put in the stopper:

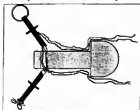
1. Assemble all parts of stopper with thread (I use fishing line). Close the loop. Put some glue if necessary.
2. Disassemble the parts and then put all into the bottle.
3. Pull the thread loop to join and install the parts.
4. Cut the loop and pull out the thread.

Examples:

1. Use base stopper #2 with chain for decoration



2. Use the two parts of stopper #1. One puts from down, other from up

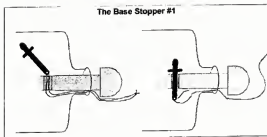


3. Combine stopper #2 with stopper #1 for fixing

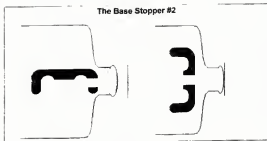


I think the plans I drew are well understandable

The Base Stopper #1

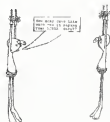


The Base Stopper #2



MODELER'S LEXICON by F.J. SKURKA

- Ballast Keel:** The keel of a sailing vessel *above* from keel for the purpose of providing stability when under sail. Thus, the ballast is external, which lowers the center of gravity as much as possible, leaving the hull inside clear, and providing great stability under sail.
- Balanced Frames:** The midship frames that are of equal shape and square flanged. There are thirty or more on a cargo vessel equally divided between port and starboard sides.
- Back:** A rough hewn timber or beam used to tie beams together.
- Barge:** "Barge" has several meanings, generally a large flat bottom boat: (1) A ceremonial state vessel, richly decorated, propelled by rowers used for processions and state occasions. (2) A fine, fast motor boat, highly decorated with knot and rope work used by flag officers (Admiral's barge). (3) Large flat bottom vessels, rectangular in shape, used to carry sand, stone, gravel and towed by a tug boat. (4) In older days, the second boat of a warship, double-banked with fourteen oars and sometimes fitted with mast, sail and center board. (5) A large covered trading vessel having a large sprit sail, jib headed topmast, fore mizzen and jib set on a bowsprit and a small mizzen mast and sail. Fitted with leeboards for shoal water use, the mast stepped on deck and held in a takedown so it can be lowered to pass under bridges. (6) This vessel is known as a Thames River (England) Barge. (7) A "Tug-barge" is one with no self propulsion and carries cargo, ship to shore or vice versa and towed by a tug. Seamen call these "Lighters".
- Banjo:** In early steam ships, a brass frame in which the propellers worked. No ocean going ship could carry enough (coal) bunkers and had to use masts. The engine and screws were used only when the wind died. As the propeller was a drag when sailing, it was fitted in a frame so it could be hoisted into the hull when not driving the ship. This "Banjo" worked in a well between shafts fitted to the inner and outer stemposts. The "CSS" "ALABAMA" was fitted in this fashion, also many early steam-sail ships could raise and lower their funnels (stacks). Also means the coal shovel.



SIBs in Pattaya, Thailand

by: Barry C. Smith

A year or so ago our journal featured an article about a couple of our members who had returned from a visit to the Bottle Art Museum. The article was complete with pictures. I was especially glad to hear of this museum as my wife, son, and I were planning a trip to Thailand. We made the trip, saw the museum, and returned to the states a few weeks ago. It was such an enjoyable trip, and the museum was so interesting, I thought our membership would appreciate an update, along with a few of the many pictures we took.

Initially we were confused as to just where the museum was due to towns and provinces sometimes having the same name however as my wife who is Thai got to asking around about the location, we learned it is indeed in the city of Pattaya which is in the province of Chonburi. Chonburi, sometimes spelled differently, is also a town so if you plan to make the trip which I heartily recommend, you need to keep town straight from province.

Pattaya is about 3 hours from Bangkok by car. It is located on the beach although the museum is not at the water's edge, rather to your left as you enter the town, from the main highway from Bangkok. It is not likely to be missed - just keep an eye out for Bottle Museum which appears in conspicuous letters above the entrance way. Just as your getting into the town it will be obvious. If you are anywhere near that part of Thailand, you owe it to yourself to stop in and have a look.

Mr. Pieter who runs the place hails from Holland. He graciously sat down with us and we had a most delightful conversation about his museum, SIBing and such. Afterward we went in and admired the many SIBs on display in all manner of style, bottle, type of craft and whatnot. We even saw a few SIBs that Mr. Pieter's father built! It was good to discuss matters which would be of little interest to anyone but a SIBer. We discussed the joy, compulsion, and just plain craziness of anyone who can joyfully sit down and work on a SIB for 14 or 15 hours straight. We discussed upright bottles vs the ones laying on their side - the latter being preferred by Mr. Pieter for ships. He has however made a number of beautifully built lighthouses, and regular houses in bottles of both types. He even has honed his art down to the point where he does "period" architecture - both western as in Europe and the U.S., as well as Eastern as in Laos. His work truly reflects the joy and skill which results after many years of laboring at our craft.

Beside all manner of maritime things in bottles, Mr. Pieter has constructed a number of villages depicting life in a Buddhist environment. He also has made some magnificent ships outside of the bottle, some being quite large, with real planking and other very fine accurate detail. As Mr. P. as he seems to prefer, showed us around, I for one felt perfectly at home even though I was several thousand miles from home. His charm, knowledge and affability are as outstanding as his bottle art.

Other things which were discussed included how both of us prefer to work on several SIBs at once, so while glue is drying on one, carving can be pursued on another, while paint can be setting up on another... etc.

While I don't consider myself anywhere near Mr. P's skill level, we both realize we both share a number of preferences such as this one. For houses, towers, and various other things in bottles, Mr. P. constructs everything outside the bottle, then carefully cuts the entire structure down into thin strips, which are reassembled inside the bottle. This is done so well, I could not tell where the "seams" were. One photographic point of interest that I plan to try deals with Mr. P's use of ocean and sky. Most of his SIBs have the ocean extending from the bottom of the bottle, back up the side of the bottle, where you would expect to find sky. Now how at sea the sea and sky sometimes blend into one? Besides looking very attractive this approach provides a good background for looking at details on the ships but also as I delightfully learned, this makes photographing the ships a breeze as you can see from these photos. When I took the pictures I had no idea they would come out as well as they did and as I had taken some horrible pictures earlier in my home, I was totally pleased at how well this extended ocean helps one take really good pictures. From now on I plan to use this sky-ocean combination. Perhaps even sunsets can be worked in....

We spent about one afternoon's worth of time in the museum and I could have easily made it a whole day. The Thai government has awarded Mr. P. a number of citations and recognitions for his truly outstanding museum. These can be viewed inside as well. Mr. P also introduced us to his truly beautiful daughter who was visiting from Holland. They are both as gracious and interesting as are all the SIBs and other gear in the museum.

Thanks again Mr. P! For all our members, if your near that part of the world one of these days, be sure to stop in and see Mr. P's beautiful work.

The Bottle Art Museum is located at 79/15 Sukhumvit Road, Pattaya City, Chonbur Thailand. Ph and Fax: (038) 422957. 20260
Owner: Mr. Pieter Bij de Lei
Mng: Miss Ladda Suwanphet
Sec: Miss Marisa Pothisan



Barry O. Smith with son Gerald at the Bottle Art Museum, Thailand

Ray Marchbanks and Ships in Bottles members

When I look at book after book of sailing ships for a ship is a bottle subject I like just about everything I see. My problem is the skill needed for the square-riggers and getting all the yards and lines to fit and move through the neck of the bottle. I started looking at schooners and was surprised when I read about how much of a workhorse they were; especially in my part of the country: the Great Lakes. Any time I thought of sailing ships I associated them with the oceans and seas of the world. I found out that alot of shipping and shipbuilding took place as close as 100-150 miles of my home. Places like Menomonee, Green Bay, Marinette and Menominee, Little Starbarn Bay and Milwaukee all along Lake Michigan; just to name a few. Most of the ships were built and rigged as brigs and barques and were later rigged as schooners. The main reason they changed to the schooner rig was that most of the trade went from east to west on the lakes from Chicago to Buffalo New York and back, and schooners were faster when sailing into the wind. With the prevailing winds being west and northwest the schooner rig was a big benefit. They were also cheaper to operate with smaller crews. The schooners in the Great Lakes were probably considered to be smaller than the ocean going schooners; they usually had just two or three masts.

One of the things which caught my interest in these schooners is that they had so many unique features. Some were made to work in shallow harbors and even had a centerboard. One schooner, the Lily B, was lifted with a hurricane deck to be used as a dance floor by a group known as the South Shore Scent Club. A strange looking three masted schooner with a dance floor 8-10 feet above the main deck; a travelling clubhouse. Another lake schooner I like and would like to model in the House Simons; a three masted schooner which became known as "the Christmas Tree Ship". She made a good trade of hauling Christmas trees to Chicago every holiday season. As you can see, the subjects for bottled schooners is nearly endless. I'm sending along a picture of my latest project: "The Malcolm Baxter Junior" which worked the east coast of the U.S and Canada. The model is about 5 1/2" long and 2 3/4" high, and the bottle is 10" long and 4" high. I use corks and melted wax to seal the openings of my bottles. I sure wish I had more spare time, but since I'm a little too young to retire, all I can do is keep filling my head with ideas and try to finish a model when I can.



Yours Truly
Mike Phillips
Chesham, Wis.

The "Malcolm Baxter
Junior".

NOTES FROM THE MEMBERSHIP CHAIRMAN

I received a note from **Charles McCaish**, (Hamilton, Ontario, Canada) a letter from **Bob de Jongste** (Gravenhage, Holland) and an E Mail from **Bob Evans** (DeSoto, TX) giving me the information about a ship-in-bottle video by Leon and Patricia Labstour in England. The title is: **MAKING SHIPS-IN-BOTTLES, A Beginners Guide**. Running time is 70 minutes. It is available from Marine Arts Publications, "Seascope", Robin Hood's Bay, Whitby, North Yorkshire YO22 4SH, England. Retail price is 11.95 pounds plus postage. NOTE: AS IT CURRENTLY STANDS THIS VIDEO IS IN EUROPEAN VIDEO FORMAT AND WILL NOT PLAY ON U.S. MACHINES. PAT MAY BE CONVERTING IT SOMETIME DOWN THE LINE. Write to Patricia at the above address for information.

Charles McCaish also mentioned that he visited the Maritime Museum in Savannah, Georgia and all of their ships-in-bottles were in storage for lack of display space. That is bad news, considering that we held two of our past conferences at the museum I think this should have convinced them that we have a genuine nautical art form that the public is interested in.

Long-time member, **Red Alexander**, (Castro Valley, CA) sent along a note with his dues check inviting me to stop by his place and take a look at some of his 480 bottled ships. Red does wonderful work. The photo alongside show just a few of his bottled models.



Some of Red Alexander's models

COLLECTORS ALERT: I received a letter from Cynthia Pfister in Port Washington, NY telling me that she has an antique bottled ship that her grandfather bought in 1902 while serving in the Navy. "It is in perfect condition". She wants to sell it since her son is not interested in things nautical. Any of you who are interested can contact her by letter at 41 Cottonwood Road, Port Washington, NY 11050-1622, or by Fax at 516/944 6167

Subj: First E-mail from Japanese Ship in Bottles

Date: 97-06-08 08:45:21 EDT

From: khaibou@jpn.jamnet.or.jp

To: hubbarddon@aol.com

Dear Mr. Don Hubbard,

My name is Kaneharu Hata and I am a member of The Japanese Ships-in Bottles Association.

Mr. Jyuzo Okada the president of association gave me your E-mail address.

Let me introduce myself.

The pictures of my works are on a Japanese organ entitled "The Ship

Bottlers" (Vol.56 photo upside, Vol.61 page 3 downside)

I make sailing ships of 16th-17th century.

It is difficult to find information on ships in bottles in Japan through internet though Japanese organs give us some information on ship-in-bottles association of other countries.

Please tell us how to get some information on ship in bottles, associations and sailing ships through internet.

I will report to the member of the Japanese Ships-in-Bottles Association through the newsletter. We need your cooperation.

Thank you

Kanehara hata, khatabou@jon.junet.or.jp

Member of The Japanese Ship-in Bottles Association

We know two things about Robert Boggs (Clemmons, NC). He has cute kids - Anna and Jonathon - and he builds classy bottled ships. The two models shown are a Clipper ship off Cape Lookout, and the lumber schooner, Forester. Many thanks to Bob for his membership renewal and for the photos. Both are very welcome.



Jonathon Boggs and the Lumber Schooner Forester



Anna Boggs and the Cape Lookout Clipper Ship

Paul Bartholomew, III, (Media, Pennsylvania), wrote to say that he has a replica of a 48' double ended 1850 Eastport pilot ketch which he brought down to Georgetown, Maryland, from Maine during the 1996 summer. This vessel is a project of the Rockport Apprentice School, which teaches wooden boat building. Paul says, she "is a very fine sailor. A bitch of a motorboat. Anyone wanting a ride should call me."

Paul's dad sailed on the Liberty Ships during World War II and he gave Paul a complete library of these ships. As a result Paul is a member of Project Liberty Ship which has restored the Liberty Ship BROWN and has an adopt-A-Rivet Program to supply money for upkeep and movement of the vessel. (See below). Anyone wanting more information can write to Paul at 501 North Providence Road, Ste. 714, Media, PA 19063, or to Project Liberty Ship, P.O. Box 25846, Highland Station, Baltimore, MD 21224-0846. This is a very worthwhile cause.



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A Portion of a Letter From Project Liberty Ship

Member "E" mail addresses

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Gwyl Hlosser (hlasse@cc.usu.edu)
Sami Bobroff (pcernov@aol.com)
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Ralph Sprague (Ralph@Valley-net.com)
George D. Villiers-Furze (gaucho@aol.com)
Randy Westervelt (shipbotter@aol.com)
NEW World Wide Web server
<http://www.shipbotic.ru>

For Release in July 1997 No Kill Date

Additional Information Contact: Don Hubbard, 619/435 3555

NEPTUNE'S TABLE

Cooking The Seafood Exotics

by Don Hubbard

NEPTUNE'S TABLE is a source book packed with unusual and hard to find seafood information. It is a book that is visually exciting, often humorous and always interesting to read.

The book contains over 200 exciting and personally tested recipes, plus preparation instructions which deal with unusual subjects such as:

- Cooking and serving octopus
- Extracting and preparing sea urchin roe
- Preparing calamari in unexpected ways and a simple calamari cleaning method
- Using the shells of shrimp in cooking
- Cleaning, cooking and dining on exotics like sea snails, abalone and limpets
- In addition there are chapters and recipes for scallops, oysters, crab, lobster, mussels and most other sea creatures except fish.
- Finally, each chapter is introduced by a full-color original gyoku (nature print) of the subject specially created by the author.

This is a truly unique cookbook which should be in every seafood lover's library.

Don Hubbard is highly qualified to write this book. He has collected and cooked fish and shellfish from his youth, living on an island on Long Island Sound, during a 24 year world-wide Navy flying career, and as a scuba and kayak instructor and tour leader in Southern California and down into Mexico's Baja peninsula. He knows how to cook and what it takes to make a memorable meal. He has never been afraid to test new or strange ingredients. That is what makes this book unique.

Hubbard is the author of three other specialized and nautically related books including: Ships-in-Bottles: A Step-By-Step Guide to a Venerable Nautical Craft; The Complete Book of Inflatable Boats, and Where To Kayak in San Diego and Nearby Mexico.

NEPTUNE'S TABLE ISBN 0-943665-06-X
Price \$17.95 (paperback) 148 pages

Sea Eagle Publications
P.O. Box 180550, Coronado, CA 92178
619/435 3555 and 800/804 0438
E mail: seaglepubs@aol.com

Dutch Association Ships in Bottles,
Representative: Bob de Jongste,
Van Moornbaksstreet 13,
2582 EA The Hague, Netherlands.
e-mail: wijkma@worldaccess.nl

July 1, 1997

Dear friends,

Is it true, that there are two SIB's in the USA, which are dated 1740 and which were not built by a sailor, but by a landlubber.

This is the first time that I heard hereabout from Hens de Haan and if this rumour is true, then I would like to have more details as where these SIB's can be found.

Please check and let me know, since it is too nice to be true! Perhaps you can mention it in "The Bottle Shipwright" and maybe there is somebody who knows more hereabout.

Love to you all,

Bob de Jongste.

cc. Jack Hinkley
Don Hubbard
Ray Handwerker
Frank Skurka
Alex Bellinger
Bill Westervelt
George Pinter

MAKING SHIPS IN BOTTLES

In recent years there has been, world wide, a huge resurgence of interest in this traditional sailor's craft. LEON LARISTOUR, late President of the European Association of Ships in Bottles, devoted over 40 years of practical experience in fostering this interest. All his invent-
ment methods have been published in a BOOK which is now regarded as a major work on the subject. Previous text, photographs and working-size plans assist the modeller to make six different ships in bottles, from Beginner to Advanced. A4 format, 164 pages, 37 photos, 80 plans & line drawings, full colour cover. Price \$29 surface, \$39 airmail.

MAKING SHIPS IN BOTTLES

Now available in USA compatible VHS. Leon and his wife Patricia take the would-be ship in bottle maker easily and painlessly into a totally fascinating hobby. This video is a fully professionally made production, running for approx 70 minutes, showing clearly all stages in producing an excellent first model. There are maybe 100 for the more experienced, too! Price \$29 surface, \$35 airmail.

MAKING SHIPS IN BOTTLES

Matching KIT of essential parts, tools and materials can now 'get you started' quickly... kit contains sufficient for making TWO ships in bottles - the 2 named 'Beginner' and a Three Masted Barque. Bottle not included. Price \$45 surface, \$50 airmail.

All available from Marine Arts, Seacombe, King Street, Robin Hood's Bay, N.York, England. YO21 4BH
STERLING CHEQUES or DOLLAR BELLS ONLY,
please. VISIT MY WEB SITE for further details & color pictures - <http://www.seacombe.com.co.uk>

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Approximately 4" x 8"	\$ 35	All with 1" necks
6" x 11"	\$ 65	
8" x 15"	\$ 95	

+ 7% packing/shipping

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Wanted: Information as to the title of a book published 1900 to 1930 describing how to: (1) put a ship in a gallon jug, (2) whittle a wooden chain, (3) whittle a working pair of pliers, etc. This is **apparently not** any of "The Boy Mechanic" series. Lee Aldrich 1941 Taylor Ave Belmont, MA 02421 phone 515-853-2365 e-mail ldrich@kamel.com

ADVERTISING RATES.

Business Card- \$10.

One Quarter Page- \$20.

One Third Page- \$30.

Full Page- \$60.

The copy will be printed in four consecutive issues (One year) from the closest publication date of receipt. Checks for ads should be made Payable to: " The Ships-in-Bottles Association of America" and sent along with Ad copy to: Mr. Don Hubbard, P.O.Box 180550, Colorado, Ca. 92178.



May 5, 1997

Press Release

**1998 WESTERN SHIP MODEL
CONFERENCE AND EXHIBIT**

The third Western Ship Model Conference and Exhibit will be held on the *RMS Queen Mary* at Long Beach, California on March 26 through 29 of 1998. The conference is being hosted by the Ship Modelers Association.

The centerpiece of the conference, as with the previous ones, will be a superb display of ship models. For the 1994 conference there were 160 models of both modern and period ships and boats of both static and radio controlled configuration. The 1996 conference built upon the previous successes and attracted 225 models. The model exhibit is open to both conference participants and the public, in the *Queen Mary* Exhibit Hall, all three days of the event, beginning Friday at 10AM, and closing at 5PM on Sunday afternoon. All conference participants are invited to contribute to this display.

Conference activities begin with a reception on Friday evening in the Exhibit Hall. On Saturday, conference attendees will participate in technical sessions given by experts on maritime history, ship and boat building, model building, and nautical research. During the conference, vendors will be available to show, discuss, and sell their products. The products include books, kits, materials, tools, and other supplies relevant to ship modeling. A banquet will close the day's activities. Sunday's activities consist of round table discussions hosted by the previous day's speakers and modeling technique demonstrations. The Mayflower Group will present a special display oriented to the novice modeler and those wishing to know more about the operation of such a group. The Mayflower Group is a monthly workshop on modeling and is also a part of the Ship Modelers Association.

Conference participants and their families are invited to stay aboard at the *Queen Mary* Hotel. Reduced room rates will be in effect for the conference and up to three days on either side. Hotel guests will enjoy one of the period state rooms that first class passengers used when the *Queen* was plying the Atlantic.

For more information, visit our web site at <http://www.ship-modelers-assa.org>

For registration forms as well as additional information contact

Lloyd Warner
2083 Reynosa Drive
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310-326-5177
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NEW World Wide Web server www.shipbottle.ru

We now have a COMPLETE index of all past Bottle Shipwright's thanks to the untiring efforts of Saul Bobroff. Don Hubbard has agreed to reprint them and have them three hole punched so they will fit in a loose leaf note book. This will make it easier for future additions to be added. If you are interested in obtaining the index send a check or money order for \$3.50 to Don Hubbard, P.O. Box 180330, Coronado, Ca. 92278 to cover the cost of mailing. Overseas members sent \$4.50.

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Mr. Pieter owner of the Bottle Art Museum in Pattaya City , Thailand and some of his bottled ships in bottles.

Below : Some of Mr. Pieter's bottled Lighthouses .
Photos courtesy of Barry C. Smith of Pueblo, Colorado.

